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THE TWENTIETH CENTURY RAILROAD CLUB is the club for you. For information on our club and its activities, send an SASE to: 10700 Seeley Avenue, Chicago, Illinois 60643.

Railroad Enthusiasts, Inc., Boston Division will sponsor a trip over the Boston and Maine Railroad to Lincoln, New Hampshire October 16, 1971, with a side trip over Clarke's steam-operated White Mountain Central.

Coming in December: Excursion over the two-foot steam-operated Edaville Railroad in South Carver, Mass. For information on these trips, write: R.R.E., P.O. Box 136-RT, Ward Hill, Mass. 01830.

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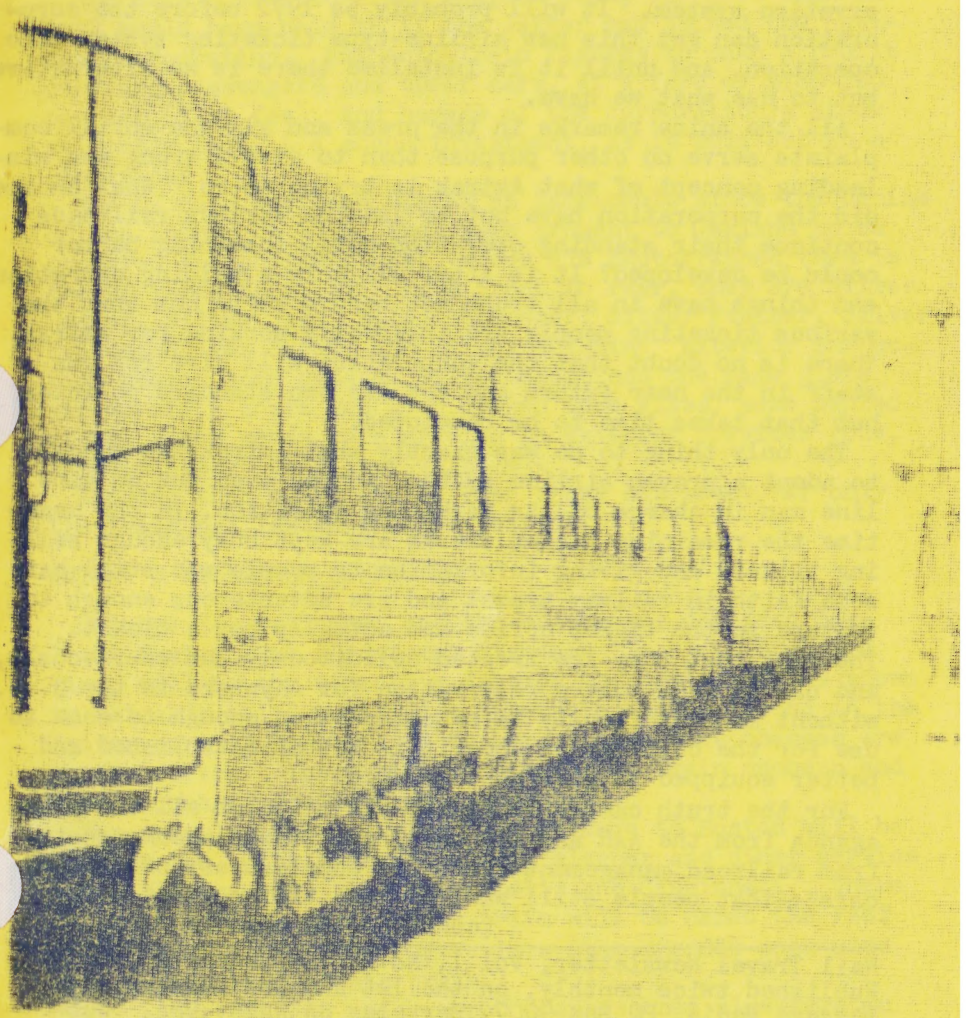
RAIL TRAVEL

Vol. 1 No. 20
September 20, 1971
newsletter



CZ DOMES GO EAST

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Berkeley, CA 94709 USA

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CZ DOMES GO EAST

GUEST EDITORIAL

SUNSET route patronage has increased in the last three months and continues to do so. It is a good sign to see every bench in the still attractive San Antonio waiting room occupied by passengers and to observe two carts stacked high with checked baggage.

As for the ticket agents, their procedures and policies are still those of SP, since Amtrak is only now getting ready to institute a modern system-wide ticketing and reservation system. It will probably be 1972 before the corporation can get this new airline-type ticketing system into operation, and until it is installed there is no alternative but to use what we have.

All the snide remarks in the press and all the shrill complaints serve no other purpose than to give a wrong and misleading concept of what Amtrak is trying to do. What choice did the corporation have but to let the various railroads continue their standing operation until something better could be developed? It is after all only a holding operation and things have in all truth not become worse now that the various ticketing people are indirectly working for Amtrak. There is no doubt that the corporation will hire its own staff in the near future and set its own standard policies, but that takes time to be developed.

The only thing to do was exactly what Amtrak has done—to adopt a proven airline system. Amtrak even put an airline man in charge of its marketing operation. In the meantime the remaining ticket clerks are kept busy enough selling tickets and giving information to people who still have some faith in railway travel and are adventurous enough to venture to the ticket office and actually buy a ticket. The fact that they are treated solicitously and courteously, and can in fact make a reservation for anywhere in the U. S. without much difficulty is recommendation enough to come to use for the corporation once it is better established and better equipped to give good service.

For the truth cannot be denied--in spite of all the propaganda from the AAR and all the gratuitous pronouncements from railroad management about the hopelessness of "steamcars"--that people still want to ride trains, that they

(continued on page 15)

Rail Travel Newsletter, Vol 1, No 20, September 20, 1971. Published twice monthly, on the 1st and 3rd Mondays, by Message Media, PO Box 9007, Berkeley CA 94709 USA. Subscription $4 a year; 25¢ a copy. Editor: James Russell. Artist: Michael Cohen.

COVER STORY: ZEPHYR DOMES MOVE TO EAST COAST

There still exist some people who believe money can be made on passenger trains. As a consequence, Silver Dollar, appropriately enough, led the pack as seven Western Pacific dome coaches from the former California Zephyr left Oakland Sept. 22 on their way to Auto-Train Corporation, who will run them, along with ten Santa Fe domes, on their nonstop New York to Sanford, Fla. (Disney World) route beginning this Fall.

The cars cost Auto-Train $44,000 each, far more than Amtrak would have paid WP if the latter had joined the national corporation. But Auto-Train figures to make a profit carrying passengers and their cars, at a fare of $180-200 per car (flat fee). And buyers of the corporation's stock evidently felt it a sound investment, as it sold out in a single day.

The CZ cars had been stored at Sacramento since the demise of the Zephyr in 1970. They were brought to Oakland to be prepared for shipment east, where RTN photographed them in the WP yards Sept. 12. From front to rear, they are Silver Dollar, Silver Sage, Silver Schooner, Silver Feather, Silver Palace, Silver Scout, and Silver Thistle. Exterior inspection showed some damage. Silver Scout had one name plate ripped off. There was some broken dome glass, some dented sides. A few weeds were growing in exterior crevices (one, appropriately, on Silver Thistle).

Looking them over, one railfan shook his head: "If only the train had lasted another year!"

AMTRAK'S HALLOWEEN SCHEDULE

October 31, Halloween and the changeover day from Daylight Saving Time ("Advanced Standard Time") to Standard Time, will be the effective date of the new schedules shown in Amtrak's third nationwide timetable, to be issued in the latter part of October. A number of important changes are in the offing. There will be changes of train numbers and names, changed consists and schedules.

For example, thru service from Chicago to Boston will be inaugurated, with baggage, coach, sleeper and diner service going all the way, via Indianapolis and Cincinnati. There is about a 50/50 chance this train will be named the FAST FLYING VIRGINIAN. The F.F.V. is a name the C&O once used on a New York-St. Louis train.

For other changes and rumored changes, see elsewhere in this issue and in the upcoming October 4 issue of RTN.

STAR LIGHT, STAR BRIGHT...

The only really new service Amtrak brought with it May 1 was the Seattle-San Diego through train, created by linking up 4 existing trains. It has since run thrice-weekly, without a name in the Amtrak schedules, inheriting the names of the separate trains it replaced, but mostly called the CASCADE, whose Oakland-Portland tri-weekly service before Amtrak determined the present schedule. Now Amtrak will give the train a name in its new schedule. It is to be called the STARLIGHT, a name borrowed from a former SP overnight L.A.-San Francisco train.

Both the STARLIGHT and the COAST DAYLIGHT will run on a new schedule effective Oct. 31, with the southbound train about a half-hour earlier to assure a connection with the SUPER CHIEF (which it habitually misses). San Diego passengers will find more convenient connections; there will be daily through service between that city and San Francisco/Oakland. Other shifts in the schedules of the SAN DIEGANS will permit an easy connection with the SUNSET. The 9:00am daily train from San Diego will be dropped and a 6:45pm train, probably tri-weekly, added. The northbound coast trains will retain their present schedule.

TRAIN NUMBER CHANGES ON WEST COAST

Last issue we reported changes which have since been altered. The 11/12 numbering of the CASCADE (STARLIGHT) will remain. The COAST DAYLIGHT will change from 98/99 to 13/14. The CITY OF S.F. will be 5/6 as reported, and will have equipment changes.

WILL THE FLORIDA SPECIAL REALLY BOW OUT?

That question seems up in the air at present. The news reportage about it is a good study in how writers can alter facts and create impressions about events to fit their preconceptions. Amtrak was undecided about exactly what to do about the Winter season New York-Florida run, and different people could interpret their indecision in different ways (see RTN no. 19). The Miami Herald chose to make a big splash about the train being killed. But railfan Steve Farrar, no newcomer to railroading events, got the word directly from Amtrak's James McClellan (whom he describes as "most knowledgable and pro-passenger") while riding the Turbo, that Amtrak very much wants to run the SPECIAL. They are, however, hesitant to put on a fourth train. What probably will happen is that the SILVER STAR will be replaced by the FLORIDA SPECIAL December 16.

AMTRAK ANNOUNCES ITS FLEET OF CARS

The National Railroad Passenger Corp. announced Sept. 8 that it is purchasing 1200 railroad cars from 9 member railroads to use on its trains. In addition, more will be bought from Penn Central, but negotiations have not been completed for them. Santa Fe contributed the most cars—447, with SCL next with 276 (see table on p. 6). The ATSF cars have an average age of only 10 years, and half of the 64 UP coaches were built in 1965, making them the U.S.'s youngest cars except for Metroliner and Turbo cars.

The announcement also said Amtrak will add 12 Metroliner cars, leased for 2 years with an option to buy. They were built by Budd in the late 60's but never used. 49 Metroliner cars are now running.

The total cost of the purchased cars is $16.8 million. The remaining 1800 cars Amtrak did not want will be sold to commuter lines, individuals, and other countries. Santa Fe announced later in the month that it has 60 cars of almost all types for sale.

Amtrak said 2/3 of the cars will go straight into train consists, while the rest will be refurbished inside & out. In the next year, every car is expected to rotate thru the shops, "emerging in prime operating condition and bearing Amtrak's visual insignia." 600 cars will go to high density East and Midwest routes to replace worn cars, and "passengers on these routes who may be riding worn, malfunctioning equipment today should notice a significant improvement in the weeks and months ahead."

Selection criteria were type and condition of a car's electrical and mechanical system, interior configuration, and body construction. 741 cars are stainless steel, and 331 others have stainless steel sheathing. This fact is expected to save Amtrak millions in maintenance costs in the next few years.

Domes will be placed on 6 routes for the first time: on Harmon-Buffalo, Newport News-Chicago, Chicago-Carbondale, Chicago-St. Louis, Chicago-Detroit, and San Diego-L.A. They will be restored to the Chicago-New Orleans & Chicago-Milwaukee runs. Routes now having domes will continue so. At a later date, Amtrak "would like" to put domes on the L.A.-Seattle and L.A.-New Orleans routes.

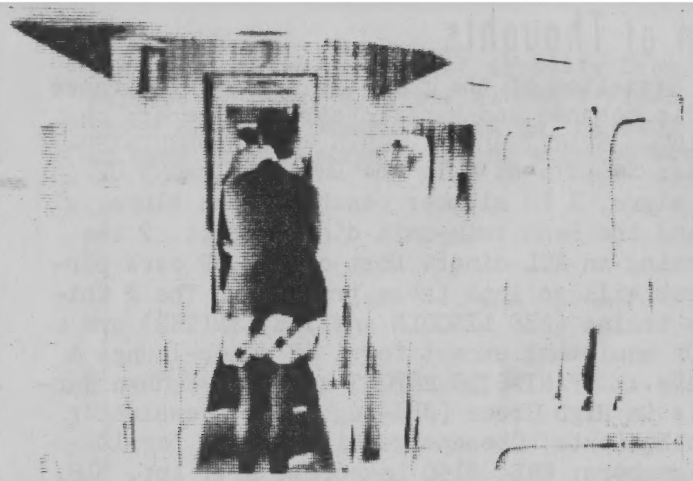
Amtrak said that after Sept. 15 almost all the equipment would be "newer" on the SPIRIT OF ST. LOUIS, BROADWAY LTD., SHAWNEE, CITY OF NEW ORLEANS, and trains running between Chicago & St. Louis and New York-Cleveland-Chicago. The trains running south into Florida will all have leg-rest coaches for overnight use shortly.

The table below, reprinted directly from its press release of Sept. 8, lists Amtrak's fleet of cars by their original owner. Added to the 1200 indicated are 40 cars "for salvage", making a grand total of 1240.

	TOTAL	ATSF	B&O C&O	BN	L&N	N&W	RF&P	SCL	SP	UP
BAGGAGE	103	90		11				2		
BAGGAGE-DORMITORY	40	10		6			1	19	4	
BAGGAGE-LOUNGE	4		1	2		1				
BAGGAGE-COACH	1		1						30	64
COACH-OVERNIGHT	244	129		21			18	134		
COACH-LUXURY	188	12			18	6				
COACH-HI CAPACITY	14			13		1				
COACH-DOME	48		2	43		3				
COACH-HI LEVEL	61	61								
COACH-SNACK BAR	10		1	2	3				4	
COACH-LOUNGE	8	2						6		
COACH-DINER	4		2	2						
COACH-DINER-DOME	2			2						
DORMITORY-DINER-DOME	5			5						
DINER-LOUNGE	18		3	6	3	1			5	
DINER	95	37	3	11	1	1		37	5	
DINER-HI LEVEL	6	6								
PARLOR-LOUNGE	4			4						
PARLOR-DOME	7			6		1				
LOUNGE	32	11	1					15	5	
LOUNGE-DOME	12	6		6						
LOUNGE-HI LEVEL	6	6								
SLEEPER LOUNGE	16		3			2		11		
SLEEPER DOME	16			13				3		
SLEEPER 10 ROOMETTES 6 DOUBLE BEDROOMS	152	45		23				21	20	43
SLEEPER 11 DOUBLE BEDROOMS & 7 DOUBLE BEDROOMS-2 DRAWING ROOMS	81	32		5				20	7	17
SLUMBERCOACH	23			15				8		
TOTAL	1200	447	17	196	25	16	19	276	80	124

Mixed Train of Thoughts

MOST REPORTED news item of the past two weeks: appearance of Union Pacific coaches and Pacific series sleepers on the BROADWAY LTD., SPIRIT OF ST. LOUIS, and GEORGE WASHINGTON. Example: Sept. 6 at N.Y. the BROADWAY had 5 UP coaches, 2 UP slprs, 1 PC slumber coach, 2 Penn slprs, a Penn lounge, and the Penn twin-unit diner. Sept. 2 the SPIRIT was running an ACL diner. Most of the UP cars purchased by Amtrak will go into these trains... The 2 Chicago-St. Louis trains (ABE LINCOLN and THE LIMITED) are now entirely UP equipment except for 1 SP diner-lounge & GM&O parlor cars... FANTASTIC REPORT on little-known Canadian trains is in High Green (Jul-Aug issue), newsletter of Railroad Enthusiasts, Chesapeake Div. ($2.50 for 10 issues to non-members: RRE, 8150 Lakecrest Dr., Apt. 718, Greenbelt, MD 20770). On one CP mixed train the conductor was building a boat from wood salvaged along right-of-way. Train stopped while crew hunted mushrooms, picked raspberries. Incidentally, there is a Canadian Official Railway Guide. Write: Internat'l Rwy Publ. Co., 480 Lagauchetiere St. W., Montreal 1, Quebec... THE CASCADE continues its poor time keeping. But fault is not all SP's. In recent month, not one single southbd departure from Portland was on time. This due to BN's tardiness on Seattle-Portland leg. How can you lose up to an hour on a 186-mile run?... Aug. 26 & 28, eastbd CITY OF S.F. left late due to double-sold sleeper space, requiring adding cars... COACH PORTERS on TN&O portion of SUNSET route wear traditional black uniforms, not SP uniforms... NOT A THING to eat, drink, read, etc. remains in the massive L.A. Union Station. Incredible but true. However, across the street is historic Olvera St. with authentic Mexican food and souvenirs... GLENDALE is included as a flag stop on Coast route effective Sept. 25. Sen. Cranston made the announcement. Came at behest of Paul Rayton working with relatives and Glendale city council... SP says you can buy tickets on train; there's no baggage checking at Glendale... RUMOR DEPT.: That L.A.-N.Y. thru sleeper may run soon to Boston. Rumors in So.Calif. continue about possible L.A. to Las Vegas and/or Ogden train... AMTRAK'S ADVERTISING campaign has begun with radio spots and newspaper ads about Metroliners... THE FIRST run of dome Newport News-Chicago was Sept. 8. Dome runs 3 of 4 days, using 2 B&O domes, 1 N&W. Two more N&W domes to come after servicing... SANTA FE office will



For the benefit of those who missed seeing the interior of the touring TurboTrain, here is a shot of it at Oakland (above). If our photo reproduces well enough, you may be able to judge that the all gold-toned interior does not, as a Southern California SP official claimed, "look like a bus."

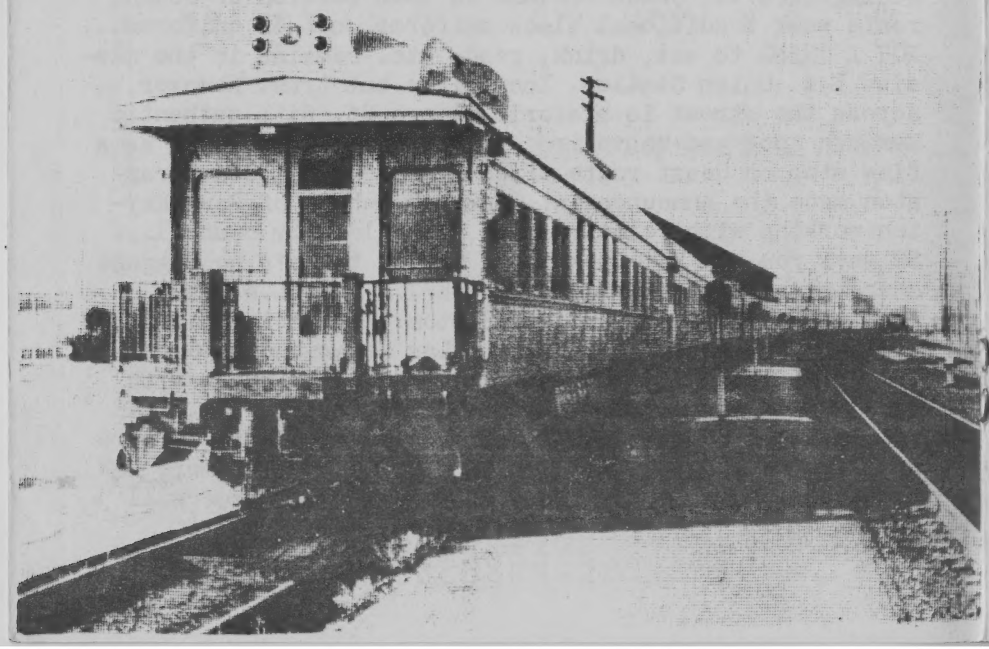
. . . . . .

CAPTAIN AMTRACK was not ready in time for inclusion in this issue of RTN. It will appear in the next issue, to be mailed about October 10th.

BART, the Bay Area Rapid Transit system, is at last showing signs of getting ready to highball. Sept. 25 the first station dedication, in downtown Oakland, was performed. About 10,000 people, in spite of conflicting football schedules, walked thru the 14th St. and 19th St. subway stations, and could walk thru a 3-car train at the latter point. The train was only partially outfitted with seats and upholstery, and evidence of incompletion were scattered throughout the stations. Nevertheless the public reaction was enthusiastic. Work on the Oakland subway began in Jan. 1967. At right, the rear of the train is seen, with a BART 3rd rail warning sign. (The power was not actually on, and the train had been towed to the display spot.)

The two stations have similar interior design, using glazed tiles resembling brickwork. All tiles are blue in the 19th & Broadway station, and red in the 14th St. station. Every station in the system is different.

In the next issue of RTN, we will bring you further coverage of this event.



The notoriously-late Seattle-San Diego through train, the CASCADE, was surprisingly precisely on time southbound at Oakland the morning of Sept. 19 when two SP business cars were coupled on the end in a record 10 minutes (see photo at left). The Del Monte and the Stanford (bringing up the rear), both open-end observation cars, carried SP President Biaggini and his party to St. Louis via Los Angeles. The consist of the train was swollen to 13 cars and made a pretty sight as it pulled out of the station right on the clock. Los Angeles arrival was late, however. (All photos by Message Media.)

CAR TRAVEL COSTS ONE DOLLAR PER MILE, SAYS EXPERT

Transportation researchers at Massachusetts Institute of Technology have estimated that auto travelers are paying a dollar a mile for car use, if the social costs are included. These include the price of health and pollution, changes in property values, land use and traffic safety. Dr. J. H. Holloman, MIT consultant, reported the results at Pittsburgh's transsit conference during Labor Day week.

(continued from p. 7) soon do all Chicago area ticket sales, except for those at stations... BEST PHOTOS we've seen of May 1 changeover appear in Railroad Model Craftsman, Oct. issue (60¢ from 31 Arch St., Ramsey NJ 07446)... TWENTIETH CENTURY Railroad Club Pres. Bill Fahrenwald rode TURBO on tour from Chicago to Quincy. On way back, public got free rides between stations. At least 2000 at each station, thanks to good publicity (lacking in the West)... DAVID P. MORGAN of Trains mag speaks at 20th C. RR Club's first annual luncheon Jan. 8 at McCormick Place. Tickets $6.25 from 10700 Seeley Ave., Chicago 60643... AMTRAK WILL rotate equipment around country to meet seasonal cycles. Winter traffic to Florida will pull some cars off the CITY OF S.F.-DENVER ZEPHYR, for instance... MOTORISTS IGNORED pollution control district's 1st smog alert in S.F. area history this month. They were asked to take public transit and stop nonessential driving. At peak of smog and over 100° heat, radio station KCBS had the bad taste to suggest that listeners drive over Golden Gate bridge with windows open to catch light sea breeze. And at 5:00 rush hour at that! KCBS is heavily supported by auto company ads... CHEVROLET'S OBSCENE ad, full color in most mags and newspaper supplements, shows car posing before Yosemite panorama--at time when the Park Service is mounting campaign to keep cars out...

THE FLYING SCOTSMAN ARRIVES

The famed British steam train, to be on display in San Francisco near Fisherman's Wharf starting Oct.1 (to celebrate British Week), left Buffalo Sept. 3, running under its own power until it ran out of coal in Montana on BN. This was attributed to poor quality coal available. It was towed by diesel to WP in California, and rested at Oroville, reaching there the 18th. The 27th it heads for Oakland, arriving 3:15. The 29th it will be ferried across the bay to S.F. aboard the LAS PLUMAS. Look for extended coverage of this event in RTN in the next issue (dated Oct. 4).

British Week (Oct. 1-9) will also see a boat-shaped streetcar from Blackpool, England, running on S.F. Muni lines. It then goes to Calif. Railway Museum as permanent exhibit.

EXCURSIONISTS HASSLE WITH INSURANCE PROBLEM

Western excursion planners have run into a knotty insurance problem that has forced cancellation of several trips. Some railroads have dropped their insurance coverage of private cars and demand the owners provide it—a prohibitively expensive requirement for them. Amtrak is working with the owners to resolve this dilemma, but it's still up in the air and Amtrak is losing excursion profits.

KEEPING TRACK

...with Paul Rayton

(A regular RTN feature. Each issue presents another review-critique of a selected pre-Amtrak train.)

HAWKEYE

Date: Sunday, April 25, 1971

I should have known better than to ride this train. And for a plethora of reasons at that. First, by this date it was near the end of its life, and that meant it was bound to be swarming with kids out for a first (and probably last) ride on a "real" train. Second, it didn't really connect with anything or go anywhere. I even had to go out of my way to get to it. Which I did only for the route miles. Finally, it was a coach-only train, the sort of misanthrope that can be a real terror to ride.

Sentiment overtook my better judgment. Besides, I'd never been to Sioux City, Iowa.

The HAWKEYE ran on the Illinois Central, providing overnight service between Sioux City and Chicago. In these its dying days, it might more aptly have been called the BLACKEYE, considering its ride and the impressions it left on me (and, incidentally, on all the youthful travelers, whose only vision of a "train" would be provided by this dilapidated contraption).

I had decided to board the train at the Sioux City terminus. That was my second mistake. As a stranger in town, I couldn't find the station anywhere, and there was no listing in the telephone book for an IC passenger station. Panic gripped me—had it been discontinued, unbeknownst to anybody? IC was listed and, with luck on my side I reached someone at the number listed for the freight yards who seemed to know a little about it.

"Can you give me any information about the HAWKEYE?" I asked, hopefully. Silence. I continued, "You know, the train that goes to Chicago?" "Oh, yes. It leaves from the station here at 6:10pm." I explained that I was from out of town and asked where the station was. A good thing I asked, for it was located way on the outskirts of town, a little wooden crackerbox place surrounded by industrial plants and freight yards. Not exactly the most convenient place in town. I was glad I had asked, too, because if I hadn't expected the long trip I would have sworn that the cab driver was taking me out to the fields to "roll" me. As it was, I was moderately stunned that he actually recognized the location (I'd braced myself for giving him directions). "I.C. depot," he laconically called into his radio, which crackled static in acknowledgment.

Of course on Sunday the station was closed anyway. The waiting room was a Norman Rockwell original. Too bad there were no people in it.

The thing that struck me when I saw the train standing at the station was the fact that the cars were mounted on 6-wheel ("heavyweight") trucks, rather than the almost universally used 4-wheel trucks. I remembered the famous "King's Dinner" on the PANAMA LIMITED and momentary views of IC trying to be kind to its passengers flitted thru my head. It looked like we might have a smooth ride, if nothing else.

The consist of the day was three coaches. The first and third were for "shorts"—people not going all the way, plus the various groups of kids we had to chaperone between various stops en route. The middle coach was reserved (supposedly) for people like myself, going all the way to Chicago. I wrestled my luggage inside—unassisted—and joined about 12 other passengers, evidently other "longs." It was quite warm in the cars, and rather stuffy. The stale air from the morning arrival hadn't been changed. I prayed that the fan and air conditioning were functional.

While waiting for departure, I asked a Brakeman about the unusual trucks. He explained that the IC had put a number of coaches onto 6-wheelers to give a better ride. The coaches themselves weren't that old.

By departure time, the last contingent of kiddies had arrived on board, and the overflow of necessity swarmed into "my" coach and started running up and down the aisle. Talk about having second thoughts about a decision! I shan't dwell on the situation with regard to the teeming multitudes other than to say that we eventually dispatched the last of them (after they had dutifully waved to their parents as they drove alongside in their autos) by about 10:00pm—and I counted every mile and every minute until then with the relish of a soldier counting the last few days of his active duty.

At last the train got underway. To my relief the air conditioning cooled, at least. But the air was still stale and smelly. We pulled slowly out of town. I reassured myself that the roadbed condition would improve after we got out on to the "real" mainline, whatever that was, beyond the yard tracks. It didn't. In fact, it seemed to worsen. I couldn't believe it, but I would have to grade the roadbed a "D" all across Iowa. (In Illinois I would give it a "C".) I couldn't believe that I actually had 6-wheel trucks beneath me. My illusions of a smooth ride were shattered—literally—and I lost considerable faith in the bump-reducing abilities of the 6-wheel truck.

Originally I had chosen a seat toward the rear of the coach. Due to circumstances entirely within the control of the Illinois Central, the noise situation at that end of the car was excruciating. I finally abandoned all hope of any eventual noise abatement and moved up to the other end of the coach. At least it was quieter there. On that rough roadbed, the deafening din that was created when cars #2 and #3 butted together was enough to give you a headache in short order. It was really inexcusable, and doubly accentuated by 1) the habit of the Brakeman of leaving the door wide open all the time—simply to make it easier to move from the coach to the vestibule to open the doors at the (frequent) station stops, and 2) the inability of the door to shut tightly anyway, without a good manual push by some long-suffering soul. (Which, until I moved, was me.)

One young girl riding in the Chicago-bound car remarked to another traveler (and to anyone else within earshot), "This is going to be the longest 13 hours I ever spent!" These two travelers were riding the HAWKEYE back to their jobs in Chicago after a weekend back home. I gathered that they had ridden this train before, too. Why? One trip would have been enough for me.

We made, as I said, many stops. In fact, we were stopping about every 10 miles, on the average. No express this train!

I ventured to look up the HAWKEYE in the Official Guide for June 1958. There has been surprisingly little change over the years. The sleeping cars are now gone, but the scheduled time for the trip is now a full 55 minutes shorter than that of 1958! This had to be one of the few U. S. trains that actually speeded up rather than slowed down over the past several years.

The coach's interior was standard "reclining seat"--in other words a plain old day coach with a seat that tipped back. Now that the last of the small fry had departed, we "through" passengers had our one touch of luxury: turning around the vacant seat in front of us to make a 4-seat suite, so to speak.

The non-sequitur of the day was found in the stack of pillows placed on one coach seat. No one claimed them, so eventually we decided that they were provided--free—for "long" passengers. What a pleasant surprise that was.

With the kids gone, my blanket over me, and the coach lights finally turned out, I stretched out and attempted to ignore the way my body kept shifting directions all over the place. I finally was getting a little drowsy, sleep was almost upon me...

FLASH! Lights come on. Conductor strides down thru aisle. "Water-LOO! WATER-loo!! Fifteen minute stop. If anyone wants a snack, there is a little snack bar open in the station."

Dazed and drowsy, our motley bunch of passengers shuffled into a dingy, grimy cafe. None of us was in there because of hunger. We just wanted to escape the confines of the HAWKEYE. A blowzy old lady slouched around behind the counter, and after a suitable interval, deigned to wait on our assemblage. Looking around at the surroundings, I sort of lost any appetite. If this is the sort of conditions and food that railroad employees endure while waiting to go on duty, then no wonder so many of them have reputations as being grouchy. I choked down some gut-rotting tea, and the group gradually reassembled on board the train.

We pulled out of Waterloo about 10 minutes later. The rest of the night we bumped our way across Iowa and on into Illinois. I'm not sure that the roadbed was any better there than it had been in Iowa—maybe it was that I had become numb from so much bouncing up and down. After a long time I tired of watching farmhouses slipping by out there in the dark distance and slept.

I was awakened by rays of sun pouring in an unshaded window. At least it was going to be sunny in Chicago and a nice day. I felt remarkably awake and alert, considering the conditions under which I had slept.

A good hot shave leaves you really brisk and ready to meet the world. I got out my razor and push-button lather and went to the men's room. No hot water. I asked the conductor about it and he said that they (the engine crew) always shut down the steam supply well before we got into the station. No shave after all.

We had picked up many more passengers again at Rockford, and would board a few more at Broadview, semi-suburban stations. They were going into Chicago for the day's work. As they sat in their business suits dispassionately reading papers or watching the industrial blight passing by, I wondered if they knew (or cared) that this train had come over 500 miles from Iowa just to carry them into Chicago.

We arrived at Central Station, Chicago, at 7:17am, only 2 minutes late. No complaint on that score. As I detrained, men at the next track were preparing the CITY OF NEW ORLEANS for its departure some 45 minutes hence. I watched for a while and then walked up endless stairs into the station waiting room. I felt sorry for the countless others before me who had had to trudge up those long stairs after rides on the IC.

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OF BIKES AND TRAINS

The tremendous enthusiasm for bicycling as an alternative to noisy, polluting, congesting, expensive autos for getting around town (and farther afield as well) continues to build. Bicycle dealers around the nation report they cannot meet the demand for new bikes.

We reported (RTN no. 16) on one bus system's experiment in providing buses to carry bikes and riders (between Berkeley and San Francisco). The trial was to help determine whether the new Bay Area Rapid Transit system might do likewise with their trains. Now the news is that the bus is poorly patronized, so that runs were reduced in frequency. However, cyclists countered with the argument that the fare was too high ($1.25 one way) and that riding conditions were poor in the area of S.F. the bus reached. Also, a round-trip was almost a necessity because of Bay Area topography, making a cost of $2.50. Whatever the outcome of this particular experiment, it is clear that biking is "in", and public transit systems will have to consider provisions for handling this newly rediscovered mode of transportation.

COMMUTING AND RAPID TRANSIT

Big Urban Transportation Conference Held

The Dept. of Transportation, Carnegie-Mellon University, and the Pittsburgh Urban Transit Council co-sponsored a conference in Pittsburgh during Labor Day week. Over 1000 transit specialists attended. Some important facts emerged from the meeting. Ridership of mass transit has been steadily declining since the end of World War II (from 23 billion riders in 1945 to 7.3 billion in 1970). Means of reversing this trend were discussed. The trend will not be reversed for at least 5 years, estimated Carlos C. Villarreal of the Federal Urban Mass Transportation Administration. That's the time lag figured between a mass infusion of funds into transit and the beginning of tangible effects.

W. J. Ronan, head of New York's MTA, was quoted as saying: "We are convinced that public mass transportation is as vital an urban service as water supply, sanitation, fire or police, and the subway straphanger and commuter should not have to bear the whole cost when business, real estate and the entire community benefit."

San Francisco's Bold New Transportation Master Plan

There are many who agree that automobiles are destroying San Francisco. If the City Planning Commission's new plan is adopted, cars would be played down, and trains, bicycles and feet would become more commonplace modes of transport. The plan is a long-range one--into the 1990's--and it offers such innovations as these:

*Mini-trains, double-decker buses and elephant trains to carry urban traffic along the waterfront and downtown.

*A city-wide network of bicycle routes.

*A halt to freeway construction in the city and the demolition of the despised Embarcadero Freeway.

*A halt to further trans-bay bridge construction.

*BART-type service from SP's commute terminal to other parts of San Francisco and to Marin County.

*Special street lanes for buses, with devices on buses to trigger traffic lights in their favor.

*Changing of some streets to recreational rather than thru traffic use, including all those in Golden Gate Park.

Public hearings will be held on the plan Oct. 13, Nov. 17, and Dec. 1.

A Decisive Vote Against Freeways

The city of Menlo Park, Calif., voted 2 to 1 Sept. 14 to reject a freeway that would have sliced the city in half.

GUEST EDITORIAL (continued from page 2)

want to ride trains even here in these United States and even now in the final third of the 20th century! And it is not only old people, or poor people, or people afraid to fly, or railbuffs who want to ride trains, but people of all walks of life and of all ages and all economic strata, people who can hardly tell a diesel locomotive from a railcar, who know nothing about the intricacies of railroading, and who see in a passenger train nothing more than an economic, reliable, punctual, clean, and hopefully pleasant way of getting from here to there.

It's not that people do not want to ride trains--it's just that people do not want to ride unreliable, infrequent, dilapidated and dirty trains or be insulted by ill-mannered ticket clerks and surly conductors, and if Amtrak can bring about some changes in this, then Amtrak will have already wrought a miracle of sorts.

(Alfred Ehm, author of the above, is an observer of trains in and around San Antonio, Texas.)

QUOTES OF THE WEEK ***

"The 1200 cars--90% of them with stainless steel exteriors--will replace old and battered equipment wherever it is still in service just as fast as we can get them there. This acquisition helps us realize another key objective: with a variety of better quality passenger cars in the Amtrak fleet, we can redesign train consists and upgrade passenger services on virtually every route by providing better dining facilities and more comfortable seating and sleeping accommodations."

--Roger Lewis, Amtrak President, announcing car purchases, Sept. 8

"I worked hard earlier in this session to improve California's rail passenger service through Amtrak... Since the existing routes maintained by Amtrak will be a testing ground for new rail systems, I introduced legislation (S.2341) to require Amtrak to reinstate service through the San Joaquin Valley."

--Senator Alan Cranston's newsletter, Aug.

"We are convinced that if there is any future in passenger service on the Rock Island, it is absolutely essential that the public use our trains to a far greater extent than at the present time."

--M. H. Bonesteel, Director of Passenger Service, Rock Island, Aug. 19